

DELAWARE VALLEY BICYCLE CLUB

P.O. BOX 497 MEDIA PA 19063

FREE!

March 1990

The Basics of Safe Cycling

1. Make sure your bike is in safe condition.
2. Always wear a helmet and make sure your children do also:

Bicycle accidents result in the death of one child and emergency room treatment for more than 10,000 children *each day*. Many of these injuries could have been avoided if the child had been wearing a properly fitted helmet. To help overcome your child's resistance to wearing protective headgear, let your child pick out the helmet and decorate it with stickers or markers if desired. When you ride together, wear a helmet yourself.—*The National Safe Kids Campaign*

3. Ride with — not against — traffic.
4. A Bike is a vehicle — observe all traffic rules.
5. Wear light colors.
6. Wear proper clothing.
7. Never wear a Walkman. (They are illegal in some areas).
8. With but a few exceptions, ride single file when in a group.
9. Carry a whistle to warn of your approach.
10. Ride with a friend when possible, especially on long rides.
11. Don't carry anything in your hands while riding.
12. Be suspicious of anyone who pulls alongside of you in a car and asks directions. This is a common ploy of would-be attackers!
13. Carry a simple first aid kit and a small amount of change.
14. Slow down in wet weather.
15. Be wary of road hazards: pot holes, glass, sand & gravel, railroad and trolley tracks, roads without shoulders, parking lot speed bumps, wet surfaces, storm sewers, & dogs.
16. Night riding: Wear light colored clothes and scotchlite vest; know the road well; beware of drunk drivers on Friday and Saturday; use a generator light.
17. Learn the basics of safe braking.
18. Keep both hands on the handle bars.
19. Group rides: Safest place is in the front; keep a safe distance between you and the riders ahead of and behind you, especially going up hills; the start of a group ride is the most dangerous — avoid hot doggers, weavers, etc.
20. Cornering: If you turn too sharp a pedal might hit the ground and throw you; beware of sand, gravel and wet surfaces.
21. If you fall: Keep hands on handle bars as long as possible; protect your head.
22. Hot weather riding: Drink lots of water even if you're not thirsty. Dehydration can give you cramps.
23. Wear a helmet.
24. Wear a helmet.

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104 E. State St.
Media, PA 19063
891-9098 FAX: 891-1897

C/D Rides: Doug Kennedy
913 Mt. Holyoke Pl.
Swarthmore, PA 19081
543-4664

*Please contact the Ride Coordinators
before the 7th of each month.*

DVBC Newsletter Staff

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Special Events Rich Patterson
Advertising Hank Hox
A/B Rides Mike Keating
C/D Rides Doug Kennedy
Assembly Frank Havnoonian
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Newsletter/Special Events

DVBC
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Media, PA 19063

Items for Sale & Ride Reports:

DVBC
P.O. Box 497
Media, PA 19063

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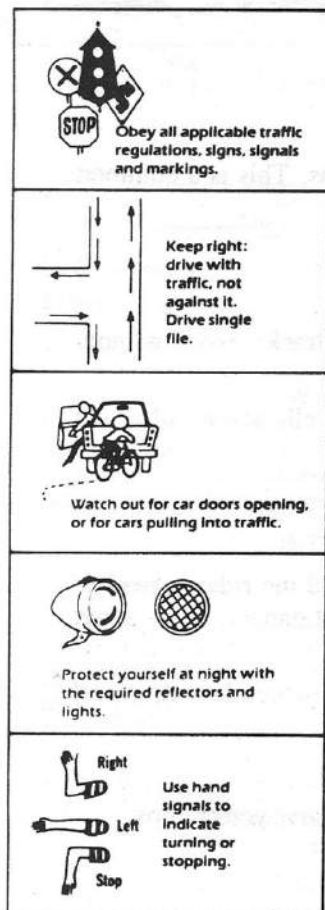
Letters to the Editor must be signed to be considered for publication.

Club Merchandise

Club T-Shirts \$6.00
Club Car Decals50
Club Bike Decal25
Club Water Bottle 2.00
Club Patches 1.25

DVBC Meeting Place

Unitarian Universalist Church of Delaware County, 145 W. Rose Tree Road (near Rt. 252 & Rose Tree Park). First Monday of each month. Doors open at 7:00 P.M. Public is welcome.



Ride Guidelines

1. Arrive 10 to 15 minutes early and be **READY TO LEAVE ON TIME!** Rides will start no more than 5 to 7 minutes late!
2. Make sure your bike is in proper working order **BEFORE** you arrive.
3. Carry a spare tube, patch kit, pump and water bottle.
4. Practice safety and obey *all* traffic laws.
5. Wearing a helmet is usually not mandatory, but is encouraged. (A helmet is mandatory for all time trials and some Class A rides.)
6. Do not "bike off" more than you can do. Go on rides within your ability, interest and experience.
7. **RIDE CLASSIFICATIONS:**
 - CLASS D:** For new, inexperienced riders or families: speed 5 – 7 mph, frequent stops, as few hills as possible. Group will wait for all riders. Mileage usually less than 10 miles, but longer distances permissible.
 - CLASS C –:** For average riders: 7 – 8 mph, rest stops as needed. Group will wait for stragglers. Distance recommended: 10 – 30 miles.
 - CLASS C +:** Also average riders: 9 – 10 mph, rest stops every 45 – 60 minutes. No obligation to wait for stragglers if cue sheets or maps are provided by the ride leader.
 - CLASS B –:** For more experienced riders: 11 – 12 mph, stops every 15 – 20 miles. No obligation to wait for stragglers if cue sheets or maps are provided.
 - CLASS B +:** For strong riders: 13 – 15 mph, stops every 20 – 30 miles. No obligation to wait for stragglers if cue sheets or maps are provided.
 - CLASS A:** For very strong riders: 16 – 20 mph, stops every 30 – 50 miles. No obligation to wait for stragglers if cue sheets or maps are provided.
- TIME TRIAL:** Timed event. Again, you must obey all traffic laws. A hard helmet is mandatory. You must yield the right of way at all times. Club time trials should not be regarded as races, but as training rides.
8. Each rider assumes his/her own risk on all time trials and touring rides.
9. Those who ride ahead of the group are on their own ride.
10. Always notify the ride leader before leaving the group.
11. Ride leaders should adhere to the advertised speed of the ride.
12. Ride leaders are not expected to be bike mechanics.

NOTE: In the case of questionable weather or road conditions, the Ride Leader may decide to cancel the event. Call the Ride Leader if in doubt. All Club rides are rated according to degree of difficulty. If you're in doubt about your cycling ability, try out a ride one class below the one you're not sure about and then work your way up. The general public is invited to all events organized and conducted by Delaware Valley Bicycle Club. A program is presented by the Club for bicyclists of *all* ages, *all* abilities, and *all* interests. Except for the Freedom Tour, Brandywine Tour and Club picnic, all club events are *free* to the general public. The general public is *welcome!*

Ride Calendar

- March 25 • 9 A.M. Meet at the College Theater on Chester Road (Rt. 320) near Fairview Rd. in Swarthmore at 9:00 (38 Miles: 38/18 • Class C + ♠ miles); or, at parking lot #15 in Ridley Creek Park at 10:00 (18 miles). We'll paint the 18-mile route for the Freedom Tour. Food stop (convenience store) at midpoint of ride. Doug Kennedy: 543-4664.
- April 1 • 10:15 Meet at Providence Rd. just north of Goshen Rd. near the Radnor Hunt Club. This is a good regular event for anyone wishing to improve their bike handling skills. For more information call Rollin' Rich Patterson at 622-2954. Ed Silcox will be the timekeeper.
- April 1 • ??? Annie Fetter will lead a class "C" ride today, the details of which have not yet been determined. Class "C" rides are usually between 15 and 40 miles with an average speed of 9-10 m.p.h. Call Annie at 543-5107 to get more information.
- April 2 • 7:30 P.M. Doors open at 7:00, meeting begins at 7:30. SPECIAL TOPIC: Greg LeMonde will speak about racing. (April Fool — 1 day late). Get back in the mood for the cycling season! Universal Unitarian Church of Delaware County, 145 W. Rose Tree Rd., Media, PA (near the Rt. 252 exit of Rt. 1).

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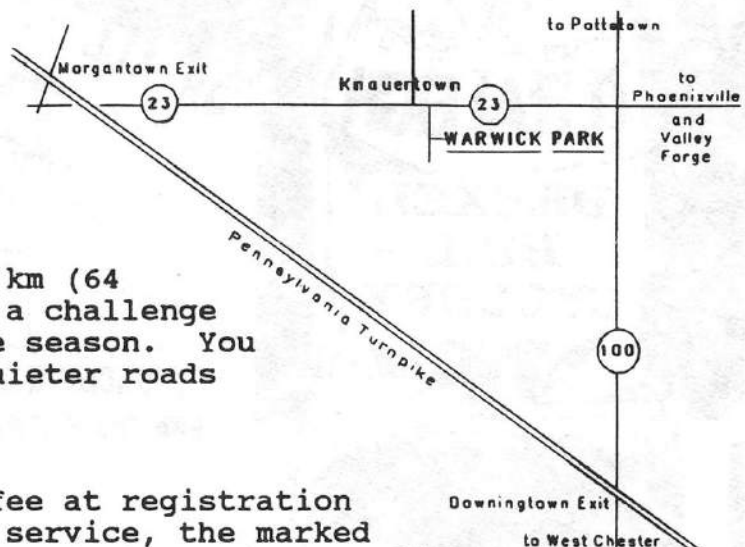
The Brandywine Bicycle Club's

TAXING METRIC CENTURY

Sunday, April 15, 1990,
Knauertown, Pennsylvania,
in Warwick County Park, just
off Route 23, 3.5 miles west
of PA 100. Registration opens
8 AM; nominal ride start is 8:30,
rain or shine.

Whether your choice is 100 or 50 km (64
or 32 miles), this hilly tour is a challenge
for most cyclists so early in the season. You
are unlikely to find prettier, quieter roads
for cycling anywhere, however.
Ride at your own pace.

No need to preregister. The \$6 fee at registration
gets you a map, lunch, sag wagon service, the marked
route, a patch, and that satisfying feeling of accomplishment when you
finish! For more information, please write the Brandywine Bicycle Club,
P.O. Box 3162, West Chester, PA 19381, or call Stu Baird, (215) 783-0536.



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15th Annual Freedom Tour!

May 6, 1990

8, 18, 35 and 65 mile routes

Sponsored by the Delaware Valley Bicycle Club



TIME: 8-9 A.M. for 65-milers; 9-10 A.M. for 35-milers; 10-11 A.M. for 18-milers; 11 A.M.-noon for 8-milers.

PLACE: Ridley Creek State Park (near Media, PA) — parking lot #15

COST: Just \$10 at the gate. Pre-registration, postmarked by April 28, only \$6.00! **Tour will be held rain or shine!**

Expected Attendance: 800-1,200 riders.

Services Provided by DVBC: Food stop, maps, sag wagon, portable rest rooms, award patch and well marked routes.

Routes: Scenic country back roads through the beautiful Brandywine River valley (65 and 35-mile routes) — the setting for a Revolutionary War battle. All routes pass through the scenic Chester Creek valley and Glen Mills areas, including the Sweetwater Farm. Most roads are lightly traveled with rolling hills. The 65-mile route is fairly hilly. All routes include a food stop.

Description: You travel at your own pace, with family or friends, or make new cycling friends. All ages, all abilities and all types of bikes are welcome. The 8- and 18-mile routes are great opportunities for newer cyclists and leisure riders. Meet new biking friends with similar abilities while enjoying an outstanding ride.

Recommendation: Use safe cycling habits. Helmet use is recommended but not mandatory. Each rider must assume his/her own responsibility.

About DVBC: DVBC promotes all forms of cycling! Total paid membership exceeds 400 cyclists. The club is affiliated with LAW, Pa. Bike Federation, USCF, and the Bike Coalition of Delaware Valley. DVBC is the premier bike club in Delaware County and is a non-profit organization. This event is open to *all* cyclists. Enjoy the late summer bicycling season!

More Information: Please call Frank at (215) 449-6154 or Rich at (215) 622-2954.

15th Annual Freedom Tour – May 6, 1990

Pre-registration Form

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Age: _____ Distance: 65 miles ☐ 35 miles ☐ 18 miles ☐ 8 miles ☐

Waiver/Release

In consideration of the acceptance of my application for entry in the above event, I hereby waive, release, and discharge any and all claims for damages for death, personal injury, or property damage which I may have, or which may hereafter accrue to me, as a result of my participation in the said event. This release is intended to discharge in advance the promoters, the sponsors, the Delaware Valley Bicycle Club, the promoting clubs, the officials, and any involved municipalities or other public entities (and their respective agents and employees), from and against any and all liability arising out of or connected in any way with my participation in said event, even though that liability may arise out of negligence or carelessness on the part of the persons mentioned above.

I further understand that serious accidents occasionally occur during bicycle riding; and that participants in bicycle riding occasionally sustain mortal or serious personal injuries, and/or property damage, as a consequence thereof. Knowing the risks of bicycle riding, nevertheless, I hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who (through negligence or carelessness) might otherwise be liable to me (or my heirs or assigns) for damages.

It is further understood and agreed that this waiver, release, and assumption of risk is to be binding on my heirs and assigns.

(signature — If you are under 18 years of age, then your parent or guardian must sign)

Please send this signed form with a check or money order for \$6.00 to: **Freedom Tour**
Delaware Valley Bicycle Club
P.O. Box 497
Media, PA 19063

Please postmark pre-registration by April 28, 1990.



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WAYNE 165 W. Lancaster Ave. 687-1110	PHOENIXVILLE 711 Nutt Rd. 935-9111	BROOMALL 2619 W. Chester Pike 356-3022	DOVER 595 N. Dupont Hwy. 302-678-1772	PIKE CREEK Pike Creek Shop. Ctr. 302-998-0202
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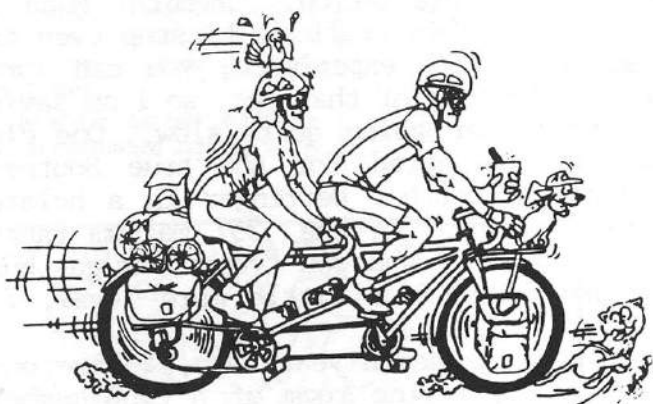
TANDEM CALENDAR

May 26-June 2, 1990. **International Tandem Week.** Slijk-Ewijk, Netherlands. Limited to 100 tandems. SAE (with ample funds for return postage, please) to Luud Steenberg & Marjan Hartog, Bankplein 12, 3531 HL Utrecht, Netherlands. tel 030 937851.

August 3-5, 1990. **Eastern Tandem Rally.** University of Massachusetts- Amherst. For more information, send a SASE to Al Shane & Marion Gorham, RFD#3, Two Mile Road, Amherst, MA 01002.

August 31-September 3, 1990. **Midwest Tandem Rally.** Minneapolis, MN. Send a SASE to Doug & Sara Laird, 5232 Edenmoor Street, Edina, MN 55436-5185

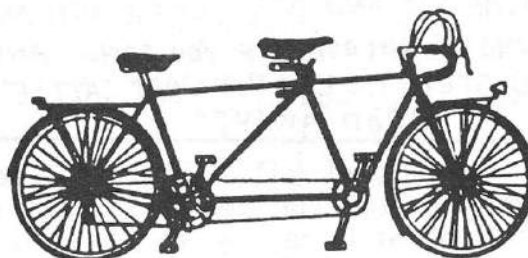
Mixed tandem record set A 24-hour mixed tandem record of 454.49 miles was set on August 13 by Sue Pavlat and David Heck. The new mark has been recognized by the Ultra Marathon Cycling Association and surpasses the previous record of 431.99 miles achieved in 1983 by Susan Notorangelo and Lon Haldeman. Pavlat, 40, of Troy, Michigan, and Heck, 38, from Utica, Michigan rode laps of a 15.95-mile course in Capron, Illinois, site of the previous record. They completed the ride with an average speed of 18.9 mph.



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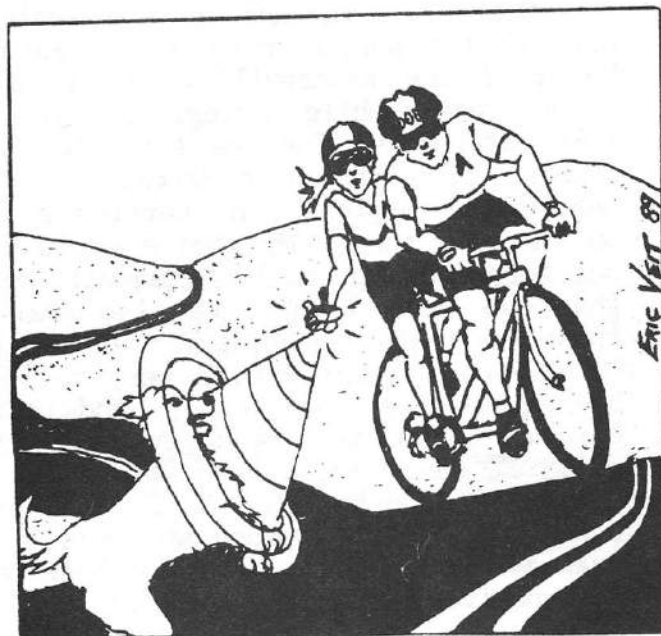
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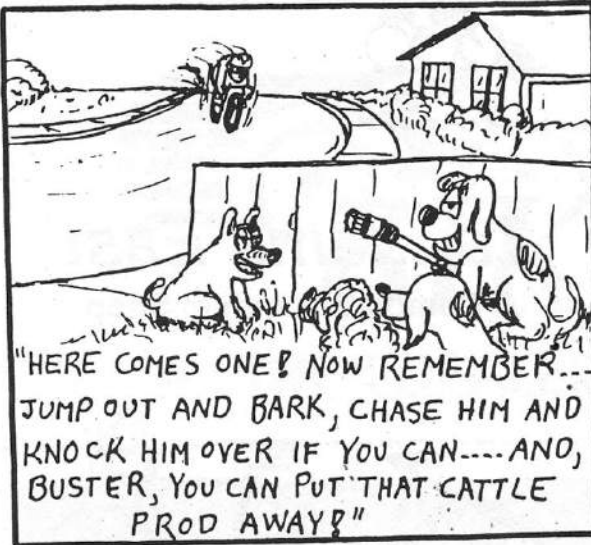
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Fangs!by Jim Cobbs

It doesn't take very much riding with a club before you encounter one or more dogs hot on your trail. While I doubt that I have experienced every variation, I do feel that I can offer some suggestions to less experienced riders on this always timely subject. Basically dogs chase bikers for one or all of the following reasons:

- 1.) they are very territorial, you have invaded their space;
- 2.) you are strange, and therefore a threat;
- 3.) they are fun loving and want to play with you;
- 4.) they are hungry and you look like lunch.

Now 98% of all dogs that come after bikers will stoop at the edge of their territory, its the rest you have to worry about. In my experience the biggest threat posed by a dog is that you will hit them with your bike and be thrown. Even if you don't hit the dog, you may loose control and crash.

The response to a dog attack has to be somewhat graduated. First efforts to get rid of the dog revolve around either of two philosophies. The first is what I call the "Nice Doggie" approach in which you try to be friendly to the mut. The second, which I have found to be effective, is based on the fact that all dogs know the phrase "NO!" and "BAD DOG!". These words, combined with a pointed finger and raised voice almost always do the job.

If the above fails, then we have to escalate the response. At this point tandems have something of an advantage as the stoker can act as the Counter Measures Officer while the captain concentrates in getting away. The traditional weapon used at this point is the on-board pump. I like the Zeffal because it has a steel head and, speaking from first hand experience, it makes a beautifully dull clunk when applied against a dog's skull. This is guaranteed to make him back off --at least for a little while. The only problem is that the little begger has to be too close for comfort before you can use the pump. As alternative, which I have found to be exceptionally good is to spray the mastiff down with water from your water bottle. They really dislike this and give up right away.

One notch further up the scale is serious retaliation. Chemical Mace is sold to the public under the trade name "Halt". This stuff would stop even the Hound of the Baskerville. It is claimed that, with experience, you can spray it accurately while moving. I haven't gotten the hang of that yet, so I am saving this alternative for the time when I am stopped or going quite slow. One club member, from the Hunt Country of Virginia, has opted for the true Southern Gentleman's approach; he carries a two shot .22 caliber Derringer in a holster on his top tube. My choice would be something more in the .357 Magnum range, but both would probably be equally illegal. However, the pen tyupe tear gas guns that can shoot blanks are also available and possibly a little more legal, for those who insist on using maximum force.

Since I started with very serious riding some seven years ago, I have only been bitten by a dog once. And that was in the living room of a club member! On the road I have been given pretty good scares by, perhaps, half a dozen. In only one case have I been absolutely convinced beyond any shadow of a doubt that I was going to be Din-din if I had been caught. Becuase I lead such a clean and pure life, this happened while on a moderately steep downhill and I was able to out run this hound of hell (believe me there was no time to think about any alternatives other than spinning like I have never spun before!).

.....Jim Cobbs rides with the Brandywine Pedalers

A helmet reduces biking risks dramatically, specialist advises

Associated Press

Much of the risk of severe injury in a bicycle accident can be avoided if riders wear a protective helmet.

"Of the approximately 1,300 deaths that occur in the United States each year as a result of bicycle accidents, head injuries account for nearly 80 percent," said H. Leon Pachter, a surgeon at New York University Medical Center and director of the Trauma Unit at its affiliate, Bellevue Hospital Center.

A recent study of 9,800 children showed that wearing a helmet reduced the risk of serious head injury by 85 percent. Yet fewer than 5 percent of school-age children wear helmets while bike-riding, Pachter said. He urged adults to set a good example for children — and to protect themselves — by wearing a helmet every time they get on a bike.

"It is foolish to insist that you are only going for a short ride in the neighborhood or that you are a skillful rider and therefore not likely to fall," he said. He pointed out that accidents can occur at any time and on any terrain, and that a fall can result from another rider's error or an obstacle in one's path, ranging from a stick or rolling ball to an animal or car.

The head is particularly vulnerable to the impact of a fall, and the resulting injury is likely to be serious. The bones of the skull are thinner than those of the leg or arm, but more important is the vital organ the skull is designed to shield. Trauma to the brain may result in paralysis, permanent loss of some functions and even death.

Pachter added that one result of a head injury sustained during a fall is

acute subdural hematoma, bleeding between the lining of the skull and the brain. It is fatal 80 percent of the time.

He offered the following advice when purchasing a helmet:

- Look for one bearing the seal of either the Snell Foundation or American National Standards' Institute (ANSI).
- Do not settle for a helmet intended for another sport. Bike helmets are designed to shield the areas of the head most likely to receive the impact of a fall from a bike.
- Do not let discomfort dissuade you or your children from wearing the helmet. Many models meet accepted safety standards; at least one is sure to feel right for you.

• To encourage a child to wear a helmet, jazz it up with reflective stickers, which also make the child more visible to motorists.

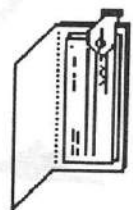
• Replace a helmet that has been involved in an accident. The protective element of all helmets is polystyrene foam, which absorbs the shock of impact. Once it has received a blow, it will compress and no longer be an effective shock absorber. This is true even if the helmet has a hard outer shell that has not been damaged.

A good helmet can range in price from \$30 for a child's model to \$80 for an adult's. Even if it has to be replaced, Pachter said the cost is low compared with the hazard that it guards against.

BICYCLIST FATALITIES WOULD BE REDUCED BY HELMET USE -

The use of protective helmets could lower bicyclist fatalities, a study by the Insurance Institute for Highway Safety shows. In a study published in the Journal of Trauma, a team of researchers led by three physicians examined autopsy records of 173 cyclists killed in Dade County, Fla. All of those who were killed were struck by a motor vehicle or struck one.

The researchers found that for 159 of the cyclists, the head or neck was the most seriously injured region of the body. Had many of those cyclists with fatal head injuries been wearing helmets, they probably would have survived their other injuries, the researchers said.



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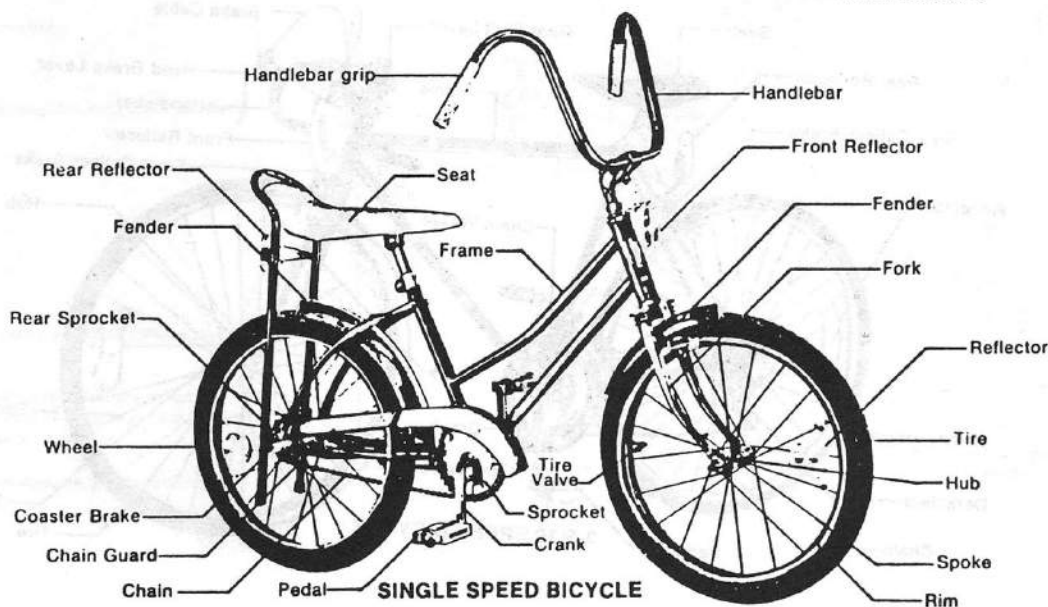


	FRONT		REAR			YES	NO
	YES	NO	YES	NO			
WHEELS					FRAME		
Reflectors on wheels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bent, cracked	<input type="checkbox"/>	<input type="checkbox"/>
Spokes loose, broken	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SPROCKETS		
Axle nuts loose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Teeth, damaged	<input type="checkbox"/>	<input type="checkbox"/>
Wobble, rub	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	COASTER BRAKE		
Rim bent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stops smoothly, quickly	<input type="checkbox"/>	<input type="checkbox"/>
Bind	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HAND BRAKES		
TIRES					Handbrake levers move easily	<input type="checkbox"/>	<input type="checkbox"/>
Correct inflation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cables taut	<input type="checkbox"/>	<input type="checkbox"/>
Cuts, cracks, bulges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Adjusted properly	<input type="checkbox"/>	<input type="checkbox"/>
Worn tread	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pads worn	<input type="checkbox"/>	<input type="checkbox"/>
Tire valve centered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DERAILLEURS		
Leak	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gear changer loose	<input type="checkbox"/>	<input type="checkbox"/>
REFLECTORS					Shift mechanism clean	<input type="checkbox"/>	<input type="checkbox"/>
Damaged	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Lubricated	<input type="checkbox"/>	<input type="checkbox"/>
Missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Adjusted properly	<input type="checkbox"/>	<input type="checkbox"/>
FORK					Cables frayed	<input type="checkbox"/>	<input type="checkbox"/>
Loose		YES		NO	EQUIPMENT & ACCESSORIES		
Bent		<input type="checkbox"/>		<input type="checkbox"/>	KICKSTAND		
PEDALS					Loose	<input type="checkbox"/>	<input type="checkbox"/>
Loose		<input type="checkbox"/>		<input type="checkbox"/>	Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Tread worn		<input type="checkbox"/>		<input type="checkbox"/>	PACKAGE CARRIER		
Bind		<input type="checkbox"/>		<input type="checkbox"/>	Loose	<input type="checkbox"/>	<input type="checkbox"/>
Reflectors on pedals		<input type="checkbox"/>		<input type="checkbox"/>	Damaged	<input type="checkbox"/>	<input type="checkbox"/>
CHAIN					BELL OR HORN		
Loose, tight		<input type="checkbox"/>		<input type="checkbox"/>	Loose	<input type="checkbox"/>	<input type="checkbox"/>
Damaged		<input type="checkbox"/>		<input type="checkbox"/>	Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Lubricated		<input type="checkbox"/>		<input type="checkbox"/>	Good sound	<input type="checkbox"/>	<input type="checkbox"/>
Clean		<input type="checkbox"/>		<input type="checkbox"/>	REARVIEW MIRROR		
HANDLEBAR					Loose	<input type="checkbox"/>	<input type="checkbox"/>
Loose		<input type="checkbox"/>		<input type="checkbox"/>	Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Proper height		<input type="checkbox"/>		<input type="checkbox"/>	Adjusted	<input type="checkbox"/>	<input type="checkbox"/>
Grips or tape missing, loose		<input type="checkbox"/>		<input type="checkbox"/>	SPEEDOMETER, ODOMETER		
SEAT					Loose	<input type="checkbox"/>	<input type="checkbox"/>
Loose		<input type="checkbox"/>		<input type="checkbox"/>	Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Correct adjustment		<input type="checkbox"/>		<input type="checkbox"/>	HEADLIGHT		
CHAIN GUARD					Too dim	<input type="checkbox"/>	<input type="checkbox"/>
Loose		<input type="checkbox"/>		<input type="checkbox"/>	Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Missing		<input type="checkbox"/>		<input type="checkbox"/>	"DAY GLO" SAFETY FLAG		
Damaged		<input type="checkbox"/>		<input type="checkbox"/>	Fastened securely	<input type="checkbox"/>	<input type="checkbox"/>
FENDERS					LOCK, CHAIN OR CABLE		
Loose		<input type="checkbox"/>		<input type="checkbox"/>	Chain, cable long enough	<input type="checkbox"/>	<input type="checkbox"/>
Damaged		<input type="checkbox"/>		<input type="checkbox"/>	Safe lock	<input type="checkbox"/>	<input type="checkbox"/>
Sharp, rough edges		<input type="checkbox"/>		<input type="checkbox"/>	Strong chain or cable	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

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.....



SINGLE SPEED BICYCLE

DON'T BE AFRAID...

Are you one of those people who believe that bicycling is a nice idea, but unsafe in traffic?

You're usually wrong. A sensible, prudent cyclist is quite safe in all but the most extreme traffic situations.

"But," you argue back, "All my friends who tried cycling in traffic have come back with horror stories. They say it's crazy out there."

That's what inexperienced cyclists usually think. Traffic scares them to death. The loud noises, the cars passing only a couple feet away, the many things to keep track of ... who could feel safe in all that?

You can. You need only two things: (1) complete control of your vehicle (the bicycle) and (2) a good understanding of your place in traffic.

Even though most people learned to bicycle when they were small children, they almost always need a little refresher course to become good adult cyclists. After a 10- or 20-year layoff, anyone's cycling skills get a bit rusty. The bike somehow feels more tippy than it used to.

With a little effort, you can make the bike stop feeling tippy--and you'll welcome the change when you ride in traffic. So find an empty parking lot and practice your cycling skills for an hour or two.

Make sure you can operate your shifters without taking your eyes off the road. See how good you are at riding very slowly without wobbling. (On the road, you sometimes have to toe a straight line while riding at a snail's pace.) Set up a slalom course with some tin cans and go through it at various speeds. And, most importantly, learn to look over your left shoulder while steering straight ahead.

Following a few basic rules will make you a prudent, safe and secure cyclist.

Always ride on the right. When you ride on the left, you complicate traffic patterns and increase the chances of a serious accident in more ways than you can count.

Be predictable. No sudden swerves, no unsignaled turns. Let the people around you know your intentions through your hand signals and unambiguous body English. Don't force your fellow road-users to guess what you're up to.

Obey stop signs and lights. Now, we know that you hate to waste your energy by putting on the brakes. But the alternatives are much worse--so get used to wasting energy.

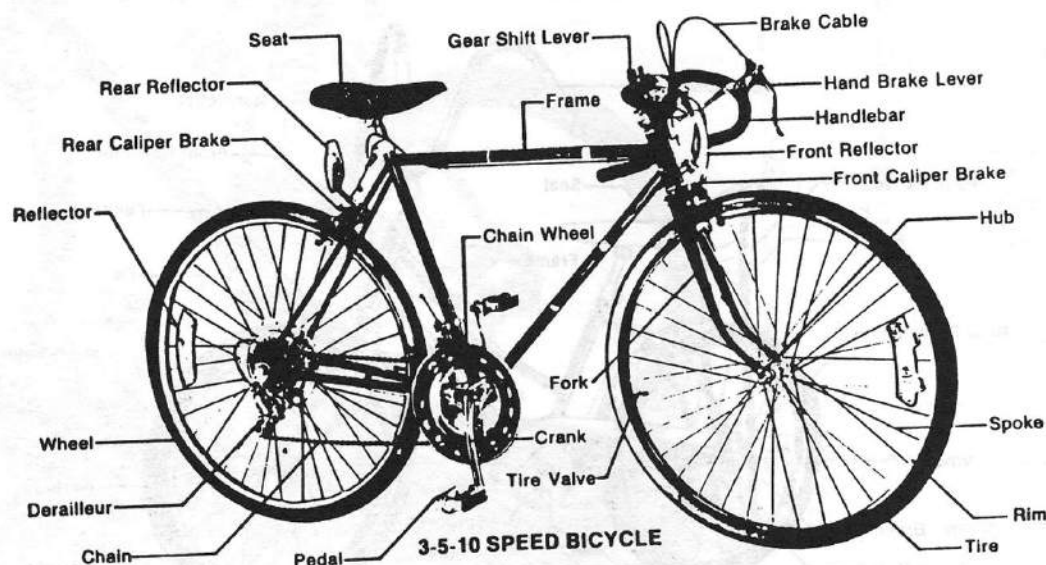
Pay attention. If there's a hazard in your path, such as a pothole or broken glass, you want to be ready for it. Look behind you and see if traffic conditions permit you to steer around it. If traffic doesn't permit, you have to stop. Don't ride too fast to be able to stop for hazards you can't steer around.

Watch for inattentive motorists. Be ready to signal your presence with your warning device. A horn is a good idea.

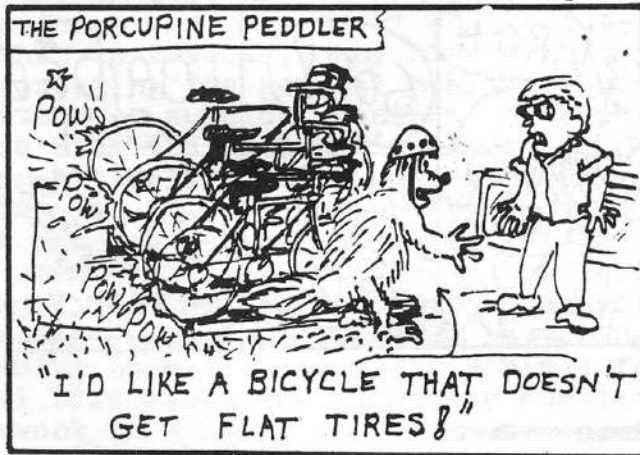
Listen to traffic noise. It's a valuable cue to what's happening around you.

If you follow all these cycling rules, you'll soon find that the things you thought were terrifying hazards really are not.

...AND DON'T BE A DAREDEVIL



FOR SALE: 1988 21" red TREK 8000 mountain bike. Less than 1500 miles. Includes Cateye computer, rack, pack, pump, and 2 water bottle cages. \$350 firm. Call Judi 337-4777 (work).



Mountain like road hazards

THE ONE MINUTE SUMMARY

- You need a helmet whether you ride a bicycle on streets or bike paths.
- Excellent helmets meet the Snell helmet standard. Good ones at least meet the ANSI standard. Look for a sticker in the helmet telling which one it meets.
- Buy white or yellow for visibility.
- We recommend the following models (within groups, by alphabet):

EXCELLENT

Bell V1-Pro, Stratos
Giro
Kiwi K-25
Lazer LZ-1, Eddy Merckx
MSR
Nava
Pro-Tec Breeze
Most helmets meeting the Snell 1984 standard.

GOOD

Avenir
Bailen
Bell Tourlite
Brancale SP-4
Cycle Products Co.
Targa
Vetta Corsa
Most helmets meeting the ANSI Z90.4 standard.

- Fit is important for safety. With the straps adjusted you should not be able to get the helmet off no matter how hard you try.

If you have six more minutes, please read inside!

PAYLOV





LEAGUE OF AMERICAN WHEELMEN

LEGISLATIVE UPDATE

January/ February 1990

Contact Andy Clarke

1989 IN REVIEW — MAJOR NATIONAL LEGISLATION

Congress has finished its work for 1989. Here is a brief recap of some of the important legislation in which the League has been involved, and the progress made. Please note that Congress will return in mid-January.

SCENIC BYWAYS - S 432 HR 1087

A bill requiring the Department of Transportation to study the feasibility of a scenic byways program, taking into account environmental and economic concerns, was introduced in the House of Representatives by James Oberstar (D-MN) and Peter DeFazio (D-OR) and in the Senate by Jay Rockefeller (D-WV).

More than 50 members co-sponsored the House bill with a dozen supporting the Senate bill, and hearings were held in the Senate. There was no action in the House.

Senators Lautenberg (D-NJ) and Byrd (D-WV) introduced study language into the Transportation Appropriations bill, setting aside \$1 million for the one year project. This has been signed by the President.

Action required: Input into the DOT study, to ensure preservation of scenic corridors and roads. The study should be done in time to provide input into the Highway Act of 1991. Contact L.A.W. office for details.

RIVER AND TRAIL CONSERVATION ASSISTANCE PROGRAM

Funding for a National Park Service technical assistance program for trail development was sought, at a level of \$5 million, from the House and Senate Appropriations Committees. This has been regularly funded by Congress in past years and regularly ignored by successive Presidents in their budgets.

A final appropriation of \$4.1 million was passed by the House and Senate following written and oral testimony from a number of trail proponents—including the League.

Action required: The same effort will probably be required in 1990, to ensure continued funding of this valuable program. Start writing President Bush to include this in his next budget.

NATIONAL BEVERAGE CONTAINER RECYCLING AND REUSE ACT HR 586 S 932

Rep. Paul Henry (R-MI) and Senator Mark Hatfield (R-OR) introduced legislation similar to that operating in nine "bottle bill" states, requiring a minimum 5 cent deposit to be paid on glass, plastic, and aluminum beer, soda, wine cooler, and mineral water containers.

The House bill has 94 co-sponsors, many more than have ever supported similar legislation in the past. As many as nine members have signed on and then changed their minds. Senate support is lacking.

Action required: All members should be asked to sign on as a co-sponsor. In particular, write Doug Walgren (D-PA) thanking him for his support; Don Ritter (R-PA), to ask why he took his name off the list of supporters; and other members of the House Energy Committee's Sub-committee on Commerce, Consumer Protection and Competitiveness Roy Rowland (D-GA), Philip Sharp (D-IN), Thomas Luken (D-OH), Jim Slattery (D-KS), William Dannemeyer (R-CA), Howard Nielson (R-UT) and Joe Barton (R-TX).

NATIONAL BICYCLE PROGRAM MANAGER

Following a meeting of the "Blueprint for the Environment" coalition with members of the House Appropriations Committee, Representative Martin Sabo (D-MN) saw the need for the Department of Transportation to have a full-time bicycle program manager. The League helped draft suitable language, based on earlier testimony given to the Sub-committee on Transportation and Related Agencies. Staff from Senator Bob Graham's (D-FL) office helped steer the wording through the Senate side.

The final report language directs DOT to review current staffing levels devoted to bicycling, and recommends at least a full-time staff person be appointed to oversee a National Bicycle Program.

Action Required: Write Transportation Secretary Samuel Skinner asking the DOT to implement this recommendation. It appears in the report section of the legislation and is not mandatory.

BICYCLES IN WILDERNESS AREAS HR 3172

James Hansen (R-UT) introduced a bill to amend the Wilderness Act of 1964 to allow bicycle access. Currently, bicycles are banned—along with all other mechanized forms of transportation—from all areas designated as wilderness.

The bill, with 22 co-sponsors, has been received cautiously by the mountain bike community—and with open opposition by environmental groups. New language to reduce the fear of unrestricted access will be presented shortly.

Action Required: Write Rick Gulden (c/o Hansen) with your views and/or for a copy of the new language.

CLEAN AIR RESTORATION AND STANDARDS ATTAINMENT ACT S 1630

The clean air act introduced by Senator Max Baucus (D-MT) lists bicycle promotion as one of the potential transportation control measures necessary to reduce auto-induced pollution.

This bill has completed passage through the Senate Environment Committee and is expected to be brought to the floor of the Senate when the 1990 session begins in January.

Action required: Needs support! More than 70 amendments proposed in committee, most to weaken the bill, may be brought to floor as well. The bill does need strengthening in one area: the highway funding sanction for non-attainment areas should not be applied to bicycle and pedestrian projects.

There are other clean air act proposals in the House, too numerous and complex to detail here. Watch for further updates.



LEGISLATION TO WATCH IN 1990

Billboard Control Act of 1989 HR 3389: Introduced by John Lewis (D-GA) and Clay Shaw (R-FL), repeals costly and unworkable parts of flawed Highway Beautification Act; saves taxpayers \$421 million; returns power over billboards to state and local government; places moratorium on new billboards on interstates and primary highways; halts destruction of trees along highways, and requires removal of 138,000 illegal billboards by 1995. Contact Scenic America, (202) 546-1100.

Public Transit and Vanpooling Ridership Act of 1989 HR 2265: Introduced by Robert Matsui (D-CA), exempts certain employer-provided transportation benefits from tax up to \$60 a month; Currently, transit fares are non-taxable up to only \$15 a month. Provides benefit for transit users equivalent to that enjoyed by employees given free or subsidized car parking. Remained in Ways and Means Committee during 1989, with 42 co-sponsors. Will be re-introduced in 1990. Contact Rep. Matsui's office, (202) 225-7163.

Senator Armstrong (R-CO) introduced a similar bill (S 1522) into the Senate but set the limit at only \$30 per month. There were 12 co-sponsors of this provision.

NATIONAL TRANSPORTATION POLICY

The official Department of Transportation policy is scheduled to appear on February 1, 1990. Sources indicate that bicycling and walking get favorable mentions as desirable modes, but without much detail.



"Billy, did you forget something last night?"

UPCOMING EVENTS

Travel questions

By Donald D. Groff
special to The Inquirer

Are there companies planning to conduct bike tours in Eastern Europe or the Soviet Union this summer? F.S., Chicago

It's too soon after the political changes for bike-trip organizers to have developed any extensive new tours in Eastern Europe, but there are a few trips into the region.

It's likely that the bike business will evolve as a good source of foreign exchange, but for the moment the choices are limited. Consider these:

- Blyth & Co., which has a "Biking in Eastern Europe" trip that includes Czechoslovakia, Hungary and Austria. Write to 68 Scollard St., Toronto, Ontario M5R 1G2, Canada; or phone 416-964-2569.

- Butterfield & Robinson, which offers a Hapsburg Empire trip that includes two nights in Hungary. Write to 70 Bond St., Toronto, Ontario M5B 1X3, Canada; or phone 800-387-1147.

- Eurobike, whose "Adventure Into Eastern Europe" tour spends five days in Hungary. Write to Box 40, DeKalb, Ill. 60115; or phone 815-758-8851.

- Vermont Bicycle Touring, which has a Soviet trip. Write to Box 711, Bristol, Vt. 05443; or phone 802-453-4811.

- International Bicycle Tours, which offers Soviet trips. Write to 12 Mid Place, Chappaqua, N.Y. 10514; or phone 914-238-4576.

- Asian Pacific Adventures, which offers trips in Tadjikistan and Uzbekistan in the Soviet Union. Write to 336 Westminster Ave., Los Angeles, Calif. 90020; or phone 213-935-3156.

A clearinghouse for bike-trip tours is All Adventure Travel, Box 4307, Boulder, Colo. 80306; phone 800-537-4025.

March 24th -- Icicle Century hosted by White Clay Bicycle Club, 25\50\100 mile routes; flat to moderately hilly; contact Dave Bundas, 321 Indian Town Road, Landenburg, Pa. 19350 (215)255-0799.

April 15th -- Taxing Metric Century. Brandywine Bicycle Club. Starts in Knauertown, Pa. call Stu Baird at (215)783-0536.

April 29th -- Tri County Pedalers annual Vernal Metric Century.

May -- National Bike Month.

May 3rd - 13th -- Tour De Trump, details will appear in future issues of the newsletter.

May 15th -- Bike to Work Day.

June 8th - 11th -- Gear '90 hosted by the Coalition of Connecticut Bicyclists at Connecticut College, New London, CT.

June 17th -- CoreStates USPRO Championship, Philadelphia.

July 4th - 8th -- L.A.W. National Rally '90 at Slippery Rock University, Slippery Rock, Pa.

July 29th - Tri-County Pedalers annual "Lazy Day Century".

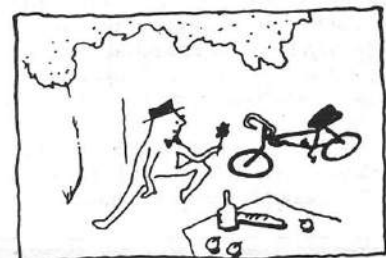
DID YOU KNOW...

Rep Lois S. Hagarty, R-148, has introduced legislation to provide increased injury protection for youngsters riding bicycles. The legislation would require children five years or younger riding as a passenger on a bicycle or in a bicycle trailer to wear approved bicycle safety helmets. A penalty for non-compliance would be \$50. This provision is similar to the child automobile safety-seat law enacted in 1984.

She noted that in 1988 in PA there were 2,822 reported accidents involving bicycles. Head injury is the primary or contributing cause of death in 70 to 80 percent of all bicycling fatalities. Children suffer the majority of serious head injuries from bicycling and safety helmets reduce the risk of head injury by 80 percent.



Treat Your Bike Right



TEAM Casual

**Challenges Competitors to
"Follow The Leader"**

TEAM DVBC's (TEAM Casual's) <u>JANUARY FIVE MILE TIME TRIAL RESULTS</u>					
		<u>AGE</u>	<u>PTS</u>	<u>TP</u>	
John Freiberg-Univega-	15:06	28	08	25	
Annie Fetter--Olmo----	15:32	23	07	16	
Ed Silcox-----Bianchi-	14:18	42	09	83	
Joe Freiberg--Raleigh-	13:27	27	10	27	

Timekeeper: Rollin' Rich Patterson of
TEAM DVBC/TEAM Casual (215)622-2954.

A HELMET IS MANDATORY! Rolling starts are penalized by adding 10 seconds. The Time Trial Series is open to anyone. JOIN US! There is absolutely no entry fee!

TEAM DVBC's (TEAM Casual's) <u>FEBRUARY FIVE MILE TIME TRIAL RESULTS</u>					
John Freiberg Raleigh	14:21	29	09	34	
Joe Freiberg- Univega	13:45	27	10	37	
Annie Fetter- Olmo	14:35	23	08	24	

Timekeeper: Rollin' Rich Patterson of
TEAM DVBC/TEAM Casual (215) 622-2954

Call Rollin' Rich Patterson if you need
directions to the starting location near
the Radnor Hunt Club.

DON'T MISS THE APRIL FOOL'S DAY TIME
TRIAL ON APRIL 1 AT 10:15 AM!

TEN FASTEST TIMES FOR THE 1989-90 SEASON

1. Rusty Potts 12:00
2. Bunky Webb 12:20
3. Bunky Webb 12:27
4. Joe Farber 12:31
5. Bob Wooding 12:32
6. Bunky Webb 12:43
7. John Freiberg 13:00
8. Bob McKenney 13:04
9. Craig Pierce 13:07
10. Ed Silcox 13:10
11. Robert Trimble 13:10

TENTATIVE TEAM DELAWARE VALLEY BICYCLE CLUB TIME TRIAL SCHEDULE

DEC 17, 2:15 PM
JAN 7, 2:15 PM
FEB 11, 2:15 PM
MAR 11, 2:15 PM
APR 1, 10:15 AM
MAY 13, 10:15 AM
JUN 17, 10:15 AM
JUL 1, 10:15 AM
AUG 5, 10:15 AM
SEP 9, 10:15 AM
OCT 7, 10:15 AM
NOV 11, 10:15 AM
DEC 9, 2:15 PM

WEAR A HELMET!!

TOTAL POINT RANKING FOR 1989-1990 CYCLING SEASON

<u>NAME</u>	<u>AGE</u>	<u>TP</u>
ED SILCOX	42	83 A.
BUNKY WEBB	29	38 B.
JOE FREIBERG	26	37
JOHN FREIBERG	29	34
CRAIG PIERCE	42	29
ANNIE FETTER	23	24 c.
CHRIS FISCHER	16	19 D.
BOB MCKENNEY	39	18
CHARLES PARKER	33	14
JOE FARBER	17	14 E.
RUSTY POTTS	32	10 G.
ROBERT TRIMBLE	26	10
CHRIS HEPP	35	10
BOB WOODING	36	09
S. SAUKAITIS	15	09
CLIFF ALLEN	58	08 F.
GEOFF SHEPARD	44	07
MATT HOGAN	30	07
CARTER RALPHE	25	06
FRANK MCALEER	31	06
ROBERT HEINTZ	22	06
BUD GERHAB	45	06
TOM LORRIGAN	30	06
BOB PITTMAN	42	05
BOB GALLEN	27	05
JOE FARBER	17	04
GEORGE JACOBS	30	02
ANNE ROOK	27	01
JOE MCCURDY	27	01
BOB FERRARO	27	01

TP: TOTAL POINTS FOR THE
SEASON

A.: OVERALL RIDER-OF-THE
YEAR

B.: RUNNER-UP RIDER-OF-
THE YEAR

C.: WOMEN'S RIDER-OF-
THE YEAR

D.: JR. RIDER-OF-THE YR.

E.: RUNNER-UP JR. RIDER-
OF THE YEAR

F.: SR. RIDER-OF-THE YR.

G.: FASTEST RIDER-OF-
THE YEAR

TOTAL PARTICIPANTS: 30
ORGANIZER: RICH PATTERSON
(215) 622-2954)

COURSE: GOSHEN, PROVIDENCE,
& SUGARTOWN ROADS

NOTE: NOT ALL ENTRANTS WERE
TEAM Casual MEMBERS.



**PLEASE
AFFIX
POSTAGE**

(NEW SUPPLY OF CLUB T-SHIRTS IS IN!)

Please Label Here

The above mailing label constitutes a DVBC membership card expiring 60 days past postmark.

FIRST CLASS MAIL

The DVBC is a non-profit corporation formed to educate the public as to the safe use of the bicycle through lectures, seminars, planned rides, and other activities promoting the bicycle as an efficient and enjoyable means of exercise, recreation, and transportation.

Non-members are welcome on rides, but are urged to consider their ability and experience when selecting a ride. (See Ride Guidelines.) All rides are subject to cancellation due to weather. If in doubt about the weather or level of difficulty of the ride, please call the ride leader. Though the use of safety equipment, particularly helmets, is strongly urged, the club cannot accept responsibility for accidents or injury while participating in a DVBC event.

Application for 1990 DVBC Membership (Expires 2/28/91)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Date of Birth: _____

Membership Type: ☐ Individual - \$10 ☐ Family - \$14

Membership includes: *DVBC Newsletter Magazine*, discounts at most Club sponsors, Club subsidized events, and free *Bicycle Touring Newsletter* published quarterly (\$3 value). Family membership includes two adults and up to two children. Your membership attracts advertisers and helps influence local government decisions concerning bicycle issues.

INTEREST SURVEY

Ride Pace

- ☐ Class D: *slow*
☐ Class C: *average*
☐ Class B: *brisk*
☐ Class A: *fast*
☐ Off-Road

I'll volunteer for:

- ☐ Ride Leader
☐ Sag Wagon Driver
☐ Tour Food Stop
☐ Newsletter Editor
☐ Newsletter Typist

- ☐ Newsletter Collator
☐ Advertising Coordinator
☐ Newsletter Co-editor
☐ Newsletter Delivery
☐ Triathlon Editor

Please send your check or money order to:

Delaware Valley Bicycle Club
P.O. Box 497
Media, PA 19063

The DVBC Safety Foundation is established to promote bicycle safety in the Delaware Valley using posters, flyers, bumper stickers and rewards.

I wish to donate to the DVBC Safety Foundation:

☐ \$1 ☐ \$2 ☐ \$5 ☐ \$10 ☐ \$15 ☐ \$20 ☐ \$25

Membership to DVBC Subdivisions

You must join the main organization (left half of this form) in order to be able to join a DVBC subdivision.

- ☐ \$7.00 DVBC-Team Drexel Hill (Road Racing)
Drexel Hill Cyclery
- ☐ \$5.00 Team Delaware Valley Bicycle Club
Team Casual! (Road Racing)
- ☐ \$5.00 DVBC Triathlon Div.
- ☐ \$5.00 DVBC Tandem Div.

Total Amount Enclosed